

NOTICES.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

	FOR STEAMERS	TO SAIL
MANILA, ANGARU, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE,	"GOBLIN" Capt. H. Rasmussen	SATURDAY, 23rd April, 10 A.M.
KUDAT and SANDAKAN	"HORNED" Capt. F. Semblin	FRIDAY, 20th April, 9 A.M.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	About SATURDAY, 30th April.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOBEN" B. Wehlmann	WEDNESDAY, 4th May, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFLINGER" Capt. F. Porsch	About WEDNESDAY, 4th May.

For further particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd April, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.
TO AND FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA ... AUSTRALIA	Riquier	... 25th April, P.M.	
MARSEILLE, VIA PORTS	OCEANIEN	Sellier	26th April, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA ... TOURANE	Lacellein	9th May, P.M.	
MARSEILLE, VIA PORTS	SALAZIE	Magnan	10th May, at 1 P.M.

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £5, up to £1.10, so hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 12th April, 1910.

Intimations.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Rain, Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight."—Ires.

LONDON, SALCUTTA, SHANGHAI,
John Street, Bedford Row, W.C. 10, Hastings Street 144, Nassau Road
— March 1910.

FIRST FLOOR of No. 4, DES VŒUX ROAD recently vacated by Engineers and Shipbuilders.

ONE GODOWN IN MASON'S LANE.

Apply to—

DAVID SASOON & CO. LTD.

Hongkong, 4th April, 1910.

TO LET.

NO. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms available for Offices.

FIREST FLOOR of No. 4, DES VŒUX ROAD recently vacated by Engineers and Shipbuilders.

ONE GODOWN IN MASON'S LANE.

Apply to—

DAVID SASOON & CO. LTD.

Hongkong, 4th April, 1910.

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 24th February, 1910.

TO LET.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

TO LET.—MODERATE RENTS.

NO. 1, GODOWN, DUDDELL STREET.

Intimation.

Powell's ALEXANDRA BUILDINGS.

NOW SHOWING.**New Fabrics**

FOR

SPRING . . . AND SUMMER . . . GOWNS . . .

STRIPED ZEPHYRS

50 cts. Yard

MERCERISED LAWNS

75 cts. Yard

FLOWERED MUSLINS

50 cts. and \$1.00 Yard

FLOWERED VOILES

50 cts. and \$1.00 Yard

CREPOLINES

LINENS

\$1.00 Yard

POPLINS

All the above are of
Exceptional Value.

POWELL'S Alexandra Buildings.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNGHMS;
etc., etc.

Sale Agents for
PERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 13th March, 1910.

THUNDER AND RAIN.

RAINBOW COLOURS DISPLACED.

It is often noticed, during a thunderstorm, that a heavy discharge of lightning, is followed at each by a downpour of rain. This is usually ascribed to coalescence and consequent enlargement of the drops due to loss of their electrical charge. According to Laube, of Poland, the phenomenon is due, not to electricity, but to the sound of thunder, and he supports this view by observations made upon rainbows during storms, says a writer in Cosmopolitan.

Laube made his observations of thunderstorms on August 3, 1908, at Alaberns, not far from the city of Vasa. A storm was approaching from the east, while the western sky was at first quite clear. The thunder was heard for the first time, at 5:50 p.m., and ceased at 6:14. At the same place of observation, lasted from 6:13 to 7:25. From 6:5 to about 6:30, a double-rainbow was seen in the east, extending uninterrupted from horizon to horizon. It is well-known that the double rainbow consists of two concentric bows, the inside one having the red toward the centre, the outer one with the red outside. The sunlight enters the raindrops, and is first refracted therein and then reflected from the inner surface, once for the interior bow and twice for the outer bow, being afterwards sent back to the spectator's eyes after another refraction.

Now at each roll of thunder, the colours of the two bows, especially those of the outer bow, were seen to be displaced, so that the boundaries of the colours and the edges of the bows were effaced completely; at the same time the colours became blurred and rapid modulations ran along the bows.

Here, surely, was no effect produced by the lightning. The disturbances began always at nearly the same instant at which the thunder was heard. Laube thinks that the phenomenon confirms the Aury-Perrier theory of the rainbow; the thunder occasions a variation in the size of the drops, whose radii, normally less than one millimeter [0.004 inch], assume during the thunder a value between 0.5 and 1.0 millimeter [0.02 and 0.04 inch].

We may conclude from this phenomenon that artificial acoustic disturbances may be able to bring about an agglomeration and an enlargement of raindrops. Here is a chance for experimental verification, which might increase our knowledge of the production of thunderstorms.

THE USE OF OUR HANDS.

SIR FREDERICK TIEVES SAYS WE ARE LOSING IT.

Sir Frederick Tieves writes in the *Nineteenth Century* for March, an extremely interesting article under the above heading. It is the latest, but by no means the last; paleface says over the gradual subjection of man to the machine. More and more the machine encroaches upon the domain of the human, and Sir Frederick Tieves points out with much pathos the extent to which the supremacy of the machine is leading to the decadence of the race. That men have no longer many physical qualities, which were developed in the stress and strain of their savage life, he says, is admitted—

The man of today is inferior, in certain points, to the savage who made the first implements. It is safe to assume that neolithic man was keener of sight and hearing and fitter of foot than is the present inhabitant of these islands. He is surely, too, possessed greater powers of endurance.

And the process of decadence is still going on. Sir Frederick Tieves says the marvelous skill of the hand, which was developed by our ancestors, is being lost by their degenerate descendants. We are compelled to own that the human being is—in one particular at least—showing signs, not of advancement, but of decay. Sir Frederick points out that typewriters destroy the use of fine calligraphy and sewing machines destroy fine sewing. In his own profession surgery, as a pure handicraft, reached a point of perfection prior to these great changes, to which point it does not now attain.

This is due not so much to the machine as to the introduction of anaesthetics, which allows the surgeon to take time.

SMALL CRAFTS DISAPPEARING.

The simpler crafts are all disappearing.

Spinning and weaving, for instance, have vanished, and with them have vanished the nimble sensitiveness of the hands of thousands of men and women in this country. The knitting machine has destroyed the training for the hand supplied by the knitting needle. Embroidery has gone the same road. By the Heilmann embroidery machine one artistic person can guide from eighty to one hundred and forty needles, working simultaneously. Lace-making tells the same story; even the shoemaker, who is an artist in his way, has gone the same road.

The old craftsman may mourn the loss of his finished skill, but he must be proud to think that even in the making of the uppers of a boot it needs some sixteen machines to do what was done by his two hands. A great press now cuts out the sole pieces; heavy rollers take the place of the lapsines. Eyelet holes are fashioned at the rate of one hundred a minute. Buttons are made and finished by one machine; while the buttons are fastened on by another. A final engine actually links together with a stitch the two boots of a finished pair. Hence, then, as in the dialect of glove-making, is there an irreparable loss in the use of the hands.

ONE GREAT AND REGRETTABLE LOSS.

Needle-making used to be a fine handicraft, needing the deftest use of the fingers. Now needles are all made by machine.

With regard to plaiting, a single machine provides them complete with braid and points at the rate of about one hundred a minute. What is the result? The art of plaiting is lost, and with it the art of making hats.

With regard to leather, a single machine

rows into the paper. So here, again, there is no need of hands.

So it is with everything else. In carpentry, machines have almost superhuman power. Paper-making and book-binding, as a means of hand culture, have practically ceased to exist. Wood engraving and line engraving have vanished, and with them have gone thousands of skilled artists. But it is not only in the finer uses of the hands that the machine is doing its devastating work. There are a thousand and one machines which are taking the place of human muscles. Handicraftsmanship is not concerned with the steam navy or steam shovels, with the trench-excavating machine or the tree-feller, with the rock-drill or the pneumatic riveter. It only need be noted that these machines do not tend to improve the physical development of man.

We are evidently on the down grade, but Sir Frederick Tieves says that it may be only for a period, and the decline is temporary. The loss is, no doubt, great and regrettable.

Notice of Firm.

NOTICE.

NOTICE IS HEREBY GIVEN that the partnership heretofore subsisting between us the undersigned carrying on business as **STAKER AND GENERAL BROKERS** at No. 5 Queen's Road Central, Victoria, under the style or firm of **"VERNON & SMYTH"** has been DISSOLVED and the interest and responsibility of the undersigned JOHN YARDLEY VERNON VERNON in the said firm, has CEASED as from the 31st March, 1910.

All Debts due to and owing by the late firm of Vernon & Smyth will be received and paid' by the undersigned FRANK SMYTH who will continue to carry on the said business under the style or firm of "Vernon & Smyth."

Dated the 1st day of April, 1910.

(Sd) J. Y. V. VERNON.

(Sd) F. SMYTH. [39]

Auction.

PUBLIC AUCTION.

THE Undersigned have given instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 23rd April, 1910, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDAY VALUABLE HOUSEHOLD FURNITURE,

Comprising—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD OVER-MANTELS with BEVELLED GLASS, BOOKCASES, HAT-STAND, and DINNER WAGGONS with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, DRESSING TABLES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, Double and Single WARDROBES, with BEVELLED GLASS, a quantity of CANTON CARVED BLACK-WOOD WARE, BRASS and BRASS-MOUNTED IRON BEDSTEADS with WIRES and HAIR MATTRESSES, CROCERY and E.P. WARE, CARPETS and RUGS, BRASS-MOUNTED IRON FENDERS and IRONS, COOKING STOVE and UTENSILS, &c., &c.

ALSO

3 BICYCLES.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 20th April, 1910. [314]

Intimations.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent

for the "CREME SIMON" and

all Simon's Produce for Toilet

Requisites, Perfumery, Powder,

Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910. [47]

A TOO STABLE.

LEIGHTON HILL ROAD.

(next to No. 1, Police Station).

HAS established a SHOEING FORCE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:

At the Stables or anywhere in Hongkong, \$2 per animal.

At Kowloon, \$3 per animal.

A TOO STABLE

Leighton Hill Road.

Hongkong, 21st March, 1910. [374]

YEE SING.

NO. 4, PAULISTRE STREET.

MANUFACTURE WHOLESALE AND RETAIL DEALERS

DRAWN & EMBROIDERED CHINCHEN

LINE, GRASS, CLOTH, SILK, TAFFETA,

WAVE, &c., &c.

YEE SING, LTD.

Hongkong, 21st March, 1910. [374]

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anaemia, Debility and Convalescence, to young women, children and the aged. Invaluable, in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

01 DE BUK MAI BEACH & CO., Hongkong.

Public Company

THE HONGKONG ELECTRIC CO., LTD.

NOTICE is hereby given that the TWENTY-FIRST ORDINARY GENERAL MEETING of the SHARE-HOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 30th April, 1910, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors; together with a Statement of Accounts to 28th February, 1910, and election of Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 30th April, 1910, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 13th April, 1910. [314]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"
FROM ANTWERP, MIDDLESBROUGH,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Informed that all Goods are being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 2nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th Inst. or they will not be recognized.

All broken, chafed, and

Information.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.
STONE GINGER BEERPALATABLE
AND
REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.
Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO.,
LIMITED,
HONGKONG and KOWLOON.

Hongkong, 21st March, 1910.

[28]

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$8 per annum.
WEEKLY—\$13 per annum.The rates per quarter and per annum, proportions.
Subscriptions for any period less than one month will be charged as for a full month.

This daily issue is delivered free when the address is accessible to messenger. Post-subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copy, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Mr. Hongkong Telegraph
HONGKONG, FRIDAY, APRIL 22, 1910.

CHINA'S SPIRIT OF PROGRESS.

India has been called the land of disillusionment: South Africa the grave of great reputations. China might be named the Land of Promise Unfulfilled. The facility of wisdom after the event will not explain away the cynical smile or weary sigh of the man who has read many such prophecies as have been made only recently regarding the immediate future of China. The same old metaphors have a knack of recurring; the "sleeping giant of the Far East" is at last awake, and is shaking off the dust of centuries. Now fully roused he will rapidly clean out the Auger stable" etc. etc. These prophets of bygone years were, certainly as sincere and honest as we their critics are, and probably, at least as able and far-seeing as we think ourselves. Yet the prophecies provoke a smile, and the familiar old giant is still represented as "sitting up and taking notice" while the dust is yet caked on him, and he is merely "turning" in his sleep. It is in truth very difficult to read the signs of the times aright in any land, and among any people, and nowhere harder than in China and its enigmatic people. Since the tragic drama of 1900, the rulers of this the greatest in numbers of all the tribes of men have been forced by threatening dangers from without and enormous pressure from within to proclaim a series of "reforms"; some designed to ward off the tide of ill, and some to meet the increasing challenges of the

paper money which is burnt at funerals. Others deserve attention. One phenomenon calls for the most serious consideration of thoughtful and practical men. Whereas formerly the mere merchant, or business man, was looked down upon by the official, the scholar and the farmer, it has come to pass well within the limits of two generations, that the trader is not only usually able to hold his own with classes once held superior to him but that he can sometimes dominate them and always influence them. We observe of a trading nation watch this advance of this merchant class in China with sympathy and approval. Their ideals and methods in business are essentially the same as our own, and when we complain of the obstructiveness and short-sighted obstinacy of the Chinese it must be very clearly understood that we are not speaking of the trading class. We are condemning the enemies of the whole Chinese people—the blind, ignorant minority who misrule one fifth of mankind. Business men have little or no room for useless, that is, unprofitable, sentiment. Stereotyped and practically they consider facts and judge by results of the "ferment" the "leaven" which has been working in China for possibly the past sixteen and certainly the past ten years. Even a casual observer will note the transformation of the military forces of the Empire, and the establishment of a few battalions armed and drilled according to Western methods, capable, it is said, of giving a good account of themselves if efficiently led. We may pass on to the consideration which must this evening be very brief—we shall return to it again—of the much trumpeted abolition of a number of Buddhist and Taoist monasteries, and the establishment of Government schools, together with a complete change in the educational system, involving the study of what are called "Western subjects." We wish to beware of rash generalization, but we know of at least one large and populous Province where not even a handful of bona fide students of these Government schools could pass a serious examination in any Western subject whatever. That insistent pressure from within which has forced the Chinese Government to attempt the colossal task of opium abolition, must we think be entitled to the honourable name of Public Opinion. The numerous edicts announcing or promising reforms of many kinds—in finance, in the coinage, in weights and measures need not enter into consideration at the moment. What concerns us at present is that we do not hear anybody give us a single instance of real thorough, whole-heartedness on the part of the present Government in China to carry out the prompting of the spirit of progress. Men point to the very small mileage of railway constructed by Chinese, the few cities where—wonder of wonders—the electric light is tolerated. We are not cavilling but can only sigh at the countless miles of country and acres of city that go without railway and without light solely because the Chinese Government is not inspired by the spirit they profess and by which the people are animated. We shall again have occasion to refer to means of communication and lighting of cities. We now invoke the spirit of progress while considering the practical matter of the Hoitow harbour conservancy scheme. This must be fresh in the minds of our readers. The facts are briefly these. Hoitow is the name of the harbour of Kiungchow, the capital of Hainan. It is an extremely bad harbour, and is hardly deserving of the name. It is so shallow that steamers have to lie some two miles and more from the shore. The working of cargo is therefore dependent on the vagaries of the weather or of the temper of the coolie-labourers. In spite of these disadvantages, however, the trade is considerable, and would be very great and valuable but for the defects of the harbour. Mr. G. W. Pearson, H. B. M.'s Consul at Hoitow, after great exertion and difficulty, succeeded in inducing the Chinese Provincial Government to authorize a thorough survey of the port. Mr. Cross, the Commissioner of Customs, co-operated with Mr. Pearson in every way. The survey was made by two engineers of one of the best-known engineering firms in Hongkong, and certain shipowners, notably Messrs. Butterfield and Swire and Messrs. A. R. Mary and Co., agreed to pay increased port dues and the Hoitow merchants a contribution towards the six hundred thousand dollars needed for the improvement of the harbour. The Chinese Government also agreed to contribute an advance so that the necessary works might be begun immediately. Alas, for the Land of Promise Unfulfilled! The Chinese Provincial Authorities have not only failed to contribute their promised share of the preliminary expenses, but have not permitted the work to be begun at all. After all, some may say, "it is their country, and their harbour." My house in Hongkong is mine, but if I allow the access to it to become blocked with filth, I soon have trouble with sanitary inspectors. Moreover, apart from the deferred promise, consider this—the whole Chinese community desire increased facilities for their shipping. At the port, over 100,000 tons of shipping entered it during the last quarter of the year. Numerous undeveloped wealth of the Chinese, and the attention of the authorities and ministries in the other provinces, and is at present receiving the careful consideration of H. B. M. Minister in Peking.

LOCAL AND GENERAL.

TO-MORROW is the eve of the Jewish Passover.

The Park River is in flood caused by heavy rains in the Ulu and tons of drift timber were seen sailing down in the direction of Kuala Kangsar.

A CHINaman was awarded three months' hard labour at the Magistracy this morning for teaching two youths the art of pick-pocketing. The youths have been sent to the reformatory.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

Leung Sai Tidie \$50

"THE defendant is one of those people who hover around the corner of China and fly as soon as a writ is issued," said Mr. Harris in the Summary Court this morning when a certain case was mentioned.

A CHINAMAN was charged in the Police Court this morning, for being in possession of, and selling two mace and 8 ducardes of opium at Shau-ki-wan. Fines of \$100 and \$10, respectively, were imposed.

WHILE a Chinese woman was walking along near the Empire Cinematograph last night, she was suddenly seen to stagger and the next moment fell down dead on the roadway. Her body was removed to the mortuary.

ON the morning of the 10th instant, says a Taipai dispatch, a severe earthquake was experienced in the northern part of Formosa. In the Taipai district over a dozen houses collapsed, but no serious damage was caused elsewhere.

IT has been reported to the Police that between 1 and 2 o'clock this morning, three men boarded a lighter at Taiaco Dockyard and after terrifying the only person on board, whom they locked up in a cabin, they removed an anchor and chain and 5 fathoms of cable. The Police are investigating the matter.

AT THROUGH freight train service between Moscow and Harbin has been started, and is proving so successful that a bi-weekly service is shortly to be commenced. At present trains leave Moscow every Saturday, but the demand for freight space is so great that trains will shortly be dispatched for Harbin every Wednesday and Saturday.

THERE are no less than 6,000 industrial guilds in Japan, according to investigations recently made by the Government. Of these, 5,800 were agricultural guilds, while 170 were trade guilds. Hyogo prefecture contains the greatest number of industrial guilds, which total no less than 438, while the Hokkaido comes last on the list with only 21.

THE case was again mentioned in the Summary Court this morning in which Ab Men and Hung Cheong, tailors, are seeking to recover from John Grant the sum of \$10.95 for goods supplied. Mr. Wilson, of Messrs. Hastings and Hastings, informed the Court that the defendant was not in the Colony and the case was adjourned sine die.

DETECTIVE-Sergeant Wait this morning prosecuted a Chinese for keeping a divan for the smoking of prepared opium at 3A, Oa Tai street and four others with smoking on the premises. The keeper was fined \$10 while the rest were each fined \$4. The house in question had formerly a first-class licence. The premises were found to be elaborately furnished.

AT 5.40 p.m. on the 13th instant, reports the Japan Gazette, the fire-bell sounded the alarm for an outbreak of fire at No. 42, Yokohama, used as a godown by Bell's Asbestos Company. The fire-brigade were soon on the scene, and at six o'clock were endeavouring to concentrate a stream of water on the roof of the building. A considerable quantity of smoke was at first issuing through the roof; but a quarter of an hour later it seemed that the work of the brigade was gradually becoming effective, and all danger of a serious outbreak was removed. The godown is situated just opposite Messrs. Jardine, Matheson and Co.'s premises in Water Street.

A GOLD brick weighing 51 ounces and worth \$8 an ounce was brought to Manila on the Tongye from the Paracale district by Mr. A. J. Gillis for the Stanley dredging company. This brick represents six days' work of the new bucket line recently installed and is the first of a steady stream of gold that will flow from Manila from this dredge which soon will be working in much richer ground. According to Mr. Gillis, the Paracale mining company's new dredge will be in running order within a month and will have a capacity of 30 per cent more than the old. The company is cutting lumber with its own sawmill to build a second dredge for which the machinery already has been ordered.

A PACK of Japanese playing-cards has proved the undoing of an unfortunate Russian labourer. It appears that the man in question—one Korokoff—returned to Tomsk on the 24th ultimo from Manchuria, where he had been on a fruitless search for employment. Whilst there he bought a pack of Japanese playing cards for 25 cents to make a present of them to his wife as a novelty. On arriving at Manchuria Station on the return journey, says a local newspaper, the Customs examination of his baggage revealed the pack of cards, of which, of course, no duty had been paid. Korokoff was then searched before the authorities and multitudinous officials of the Chamber of Commerce, and is at present receiving the "carceral sentence" of H. B. M. Minister in Peking.

ONE OF HONGKONG'S DISADVANTAGES.

THE CHANGE OF THE SEASONS.

If there is one disadvantage that Hongkong suffers under as regards the health of its inhabitants, it is the rapid transition which it undergoes climatically when the north winds veer round to the south-west. This Spring the transition period has been, comparatively, one of equable gradation, but the fact remains that, within a week or two, we will have the real hot weather with us, with all its attendant discomforts. In offices, banks and hotels, we see punkahs being unearthed from their winter quarters and strung up to warn us that summer is imminent and has got to be provided against. To be disengaged for a moment, it used to be quite a joke at the Supreme Court when Sir William Goodman, then Chief Justice, would say to the opposing Counsel who were addressing him, "Gentlemen, I think we can now dispense with our wigs." That utterance counted as the official declaration that the hot weather had arrived. And the barristers gladly put away their horse-hair head-gear into the camphor tins made for the storage of the same. But to come back to a consideration of

THE HONGKONG SUMMER.

in its entirety. Such an old resident as Sir Thomas Jackson was once heard to declare that he dressed it more every year that he remained in the Colony. At the same time he put it down that he had enjoyed such excellent health during his sojourn in Hongkong to the fact that he had been constantly in pursuit of the wild China pheasant whenever office duties permitted him. There is no particular season observed in Chinese territory, whether in summer or winter, and wild pig is game at all times, so that the sportsman can always be sure of something to shoot at even in the summer time. That the Hongkong summer is trying need not be recognized. All those who are fortunate enough to enjoy leave in Europe take their departure in March or April in order

TO ESCAPE THE MID-SUMMER

heat of Hongkong. But the remaining ones have to shelter on, with no consolation except that which can be found below a swiftly moving punkah. On one occasion, the writer met a planter who had spent more than twenty years of his life in the tropics and, who had resided almost on the Line during that period, in such countries as Borneo, Java, and the wilds of the Malaya jungle. When passing through here on his way home to France with his wife, during the hot weather, he declared that the Hongkong summer surpassed in its terrible intolerabilities anything that he had ever encountered in the course of his wanderings. Instead of spending a month in the Colony, as they had intended to do, the couple were glad to get away to Japan, and Paris, in less than a week. To those of us who are willy-nilly enforced to remain in Hongkong during the hot weather there are some observances that require to be considered with regard to health. Most important of all is the change from winter clothing into the light garments that generally denote the summer's advent. When we have one hot day, it leads people to suppose that the summer has come upon us, with the result that heavy clothing is discarded. On the following day, again, so uncertain is our climate, it may be biting cold—one of those days on which it might be said that

"April lingered till the lip of May."

The danger of not fully regarding the change of seasons in health respects is perhaps more pronounced in Hongkong than in any other country under the sun. Local medical men tell us that at this transition period of the year there is more sickness prevalent than at any other time, and it is just at this period that people should be building up and conserving their strength to avail against the rigours of the summer months.

ANOTHER OPIUM SEIZURE.

POLICEMAN'S DOG IS USFUL.

The story of an opium haul under somewhat peculiar circumstances was related before Mr. E. R. Hallifax, First Police Magistrate, in the Police Court this morning. It appears that yesterday, P.C. Burford received information that there was opium on the premises known as No. 26, Mongkok-wai, whence he proceeded to the house in question with a party of excise officers. The policeman was also accompanied by his dog, which is reputed to have all the qualities of a scubhound. After searching the premises for some time, the constable heard one of the excise officers give a loud shout and on going to the latter's assistance, he saw that the excise officer and the little canine detective had fixed the culprit they were pursuing in a tight corner. The constable appeared on the scene just as the fire-breaker was about to hurl a quantity of the drug which he was preparing in the direction of the roof, with the consequence that he received the strange missile full in the face with a splash. This morning he had appeared before Mr. J. R. Wood on charges of being in possession of and preparing opium, and was fined \$50 or six weeks on each count.

HAIPHONG TO HONGKONG.

EAST ASIATIC COMPANY SECURE NEW SERVICE.

In regard to the new service between Haiphong and Hongkong the East Asiatic Company, the successful tenderers, state that they have not yet definitely settled upon the class of vessels they will use on the run, but it is probable that at the outset a steamer of 3,000 tons, capable of steaming 15 knots, with accommodation for 40 passengers, will be tried. The present contract will terminate on May 31, the permanent contract to begin on June 1, 1910. Dailies will be given by the postal subagent which has been secured by the East Asiatic Company. At present the steamer pays a tribute of £1,000 per month, which have been granted by the Chinese Government. The steamer will be required to keep up a constant service, and will be liable to competition by Chinese shipping.

H. H. THE MAHARANI OF BARODA.

VISIT TO THE ITALIAN CONVENT.

Her Highness the Maharani of Baroda paid a visit to the Italian Convent this morning. She went over all the class-rooms and then visited the orphanage and the entire Convent buildings. Her Highness was much surprised with all she saw and spoke in laudatory terms of the wonderful organisation which was responsible for the carrying out of so large an institution in so admirable a manner.

CAN A CORPORATION SUIT?

LOCAL HOTEL NON-SUITED IN ABSENCE OF SOLICITOR.

Before Mr. Justice Gompers, Puisne Judge, in the Summary Court this morning, the Hongkong Hotel Company, Limited, filed a suit against Oscar Wilson to recover the sum of \$15.50, amount due for refreshments supplied. Mr. J. H. Gardner, who appeared for the defendant, stated that he understood that the plaintiffs appeared in person and as they were a limited liability company, they could not sue without a solicitor.

HIS LORDSHIP.—Is the manager here?

Mr. Gardner.—He is not authorised to sue.

HIS LORDSHIP.—Suppose the managing director were to appear?

Mr. Gardner.—He can't.

HIS LORDSHIP.—Is that so?

Mr. Gardner.—Yes.

The case was adjourned for a few minutes. When the case was again mentioned, Mr. Gardner submitted that a corporation could only bring an action through a solicitor. The writ in the present case was also bad, inasmuch as no solicitor's name appeared on it. In support of his contention, he cited the case of the London County Council against the London Tramways.

HIS LORDSHIP.—I think I shall adjourn the case to consult the authorities.

Mr. Gardner.—But they are not here!

HIS LORDSHIP.—Probably if I non-suit them with the defendants shall I non-suit them with costs?

Mr. Gardner.—Yes, my Lord.

HIS LORDSHIP accordingly non-suited the plaintiffs with costs.

S. S. "KIRKFIELD" WRECKED.

OFFICERS AND CREW SAFE.

A Baguio despatch, of 18th inst., to the Manila Gleaner says:—Despatches received here from Borneo to-day state that the British steamer Kirkfield was wrecked off the west coast of Palawan and that her officers and crew have been safely landed at Kudat, Borneo. The date of the disaster is not given in the dispatch.

The Kirkfield is a steamer of 3,600 tons displacement, built in 1906 by Messrs. Barratt and Sons of Sunderland. She was rated by Lloyd's as A 100 1. Her port of registry was Glasgow.

HIBERNIA TRIBAL FIGHT.

ONE HUNDRED COMBATANTS ENGAGED.

From a recent issue of the Brisbane Courier, we take the following:—

James Ruclie McPherson, who arrived here a few days ago in his lugger from a trawling expedition along the coast to the eastward, reports that while working in Rolling Bay he witnessed a singularly ferocious and fatal tribal fight between 50 Junction Bay natives, employed by him trawling; and a marauding expedition of Liverpool River natives numbering 30 or 40 braves. The fight took place on a cleared space near the seashore. McPherson ashore to his smoke house on the morning of January 24, and noticed that a few only of his working natives were about. He was told they were expecting to fight with hostile natives at about 4 p.m. that day. A peculiar blood-curdling yell rang out from some bushes about 200 yards away, and immediately following this score of ghastly white-painted figures dart

Intimations.

SAUSAGES

OWN MAKE
EXCELLENT and DELICIOUS
Pure Pork
AND
Beef Sausages
at 35 cents & 25 cents
per lb.

THE DAIRY FARM
CO., LTD.
Hongkong, 12th February, 1910.

ASAHI
BEER
SAPPORO
BEER

TO BE OBTAINED
FROM ALL WINE DEALERS

[34]

NOTICE.

In the Goods of the late WILLIAM ALVAH RUBLES, of Milwaukee, Wisconsin, U.S.A., and Victoria, in the Colony of Hongkong, Consul-General for the United States of America in Hongkong.

PARTICULARS of all Claims against the Estate of the above-named deceased should be sent in writing to the Undersigned on or before Monday, the 25th instant.

Dated 18th April, 1910.
STUART J. FULLER,
Vice-Consul General in charge,
American Consulate,
Hongkong.

[32]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,500,000)

Loans on Mortgag of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.

Undertaken and Executed.

SHI WAN, TOME & CO.,

General Managers.

Tsimshing, 10th March, 1910.

NOTICE.

M. LI HOW FAN, a Chinese graduate in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write, care of Hongkong Telegraph Office or direct to 27, Hollywood Road, and door.

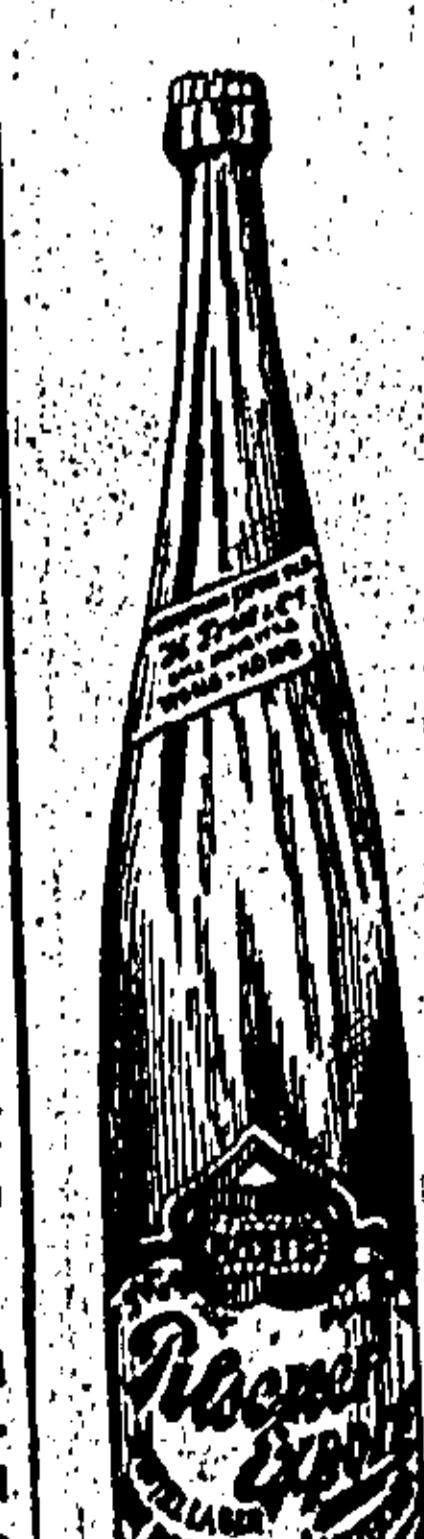
Hongkong, 3rd January, 1910.

[72]

**AMSTELL PASTEURISED
BEER.**

A Most Delicious, Light and Palatable Beer that has ever been put on the Market.

Especially Pasteurized for Use in Tropical Climates.



Per Case of 4 Dozen Quarts or
6 Dozen Pints - - - - - \$18.50

SOLE AGENTS:

H. PRICE & CO., LTD.

WINE MERCHANTS,

12, Queen's Road.

Telephone 136.

Received 1st April, 1910.

A BEAR ON BERTAMS.

COMPARISON MADE WITH THE LONDON ASIATICS.

A correspondent who signs himself Senex writes as follows to "The Financier":—
Of all the tips for which your readers have cause to be grateful to A.J.X., I think that London Asiatics and Straits (Bertam) rank easily the first. His recent emphatic reaffirmation of his Asiatic faith induced me to examine their relative positions afresh. I took the figures in your Handbook (for my date, assumed that all the options in Asiatics were exercised, and that no fresh executions would be undertaken with the proceeds or with any cash in hand. Per contra I neglected the new issue of capital in Straits (Bertam), though it will rank for dividend and be quoted at steadily increasing premiums long before the news which it will serve to open up have reached the bearing stage. It may, perhaps, be properly offset against the options and the larger balance of idle unproductive funds which there is no intention at present of actively developing. The result is as follows, mere fractions being everywhere omitted:—

LONDON ASIATICS.

140,000 shares at £1 = £140,000
6 per cent. Debentures = 40,000

£180,000

Area planted = 4,27 acres

Cost per acre at par = £41 per acre.

STRAITS (BERTAM).

175,000 shares at £1 = £175,000

Area planted = 2,405 acres.

Cost per acre at par = £72 per acre.

It is obvious that Asiatics are intrinsically the more valuable share, since there are 1.87 acres more of planted rubber for a mere excess of £5,000 in the issued capital, including options and debentures. Yet this is by no means all; for debentures, bearing a low fixed rate of interest, are an uncommonly favourable feature when shares are standing at high premiums and immense profits in sight. How favourable a feature this may be will be seen by the comparison below, when Asiatics are taken at £7, to which they have just recently risen, and Straits (Bertam) at £5, which figure they too have only just recently attained.

LONDON ASIATICS.

140,000 shares at £7 = £980,000

6% Debentures at par = 40,000

£100,000

Area planted = 4,27 acres

Cost per planted acre at £7 per share, Debentures included = £25 per acre.

STRAITS (BERTAM).

175,000 shares at £5 = £875,000

Area planted = 2,405 acres

Cost per planted acre at £5 per share = £53 per acre.

Thus, even at a premium of £2 more per share, Asiatics are still the cheaper proposition by no less than £125 per share planted acre, and it will still be a cheaper proposition all the way up to £10 13s 6d. per share, if Straits (Bertam) are taken as standing still at £5.

LONDON ASIATICS.

140,000 shares at £10 13s 6d. = £1,513,750

6 per cent. Debentures at par = 40,000

£1,553,750

Area planted = 4,27 acres

Cost per planted acre at £10 13s 6d. = £163 per acre.

STRAITS (BERTAM).

175,000 shares at £5 = £875,000

Area planted = 2,405 acres

Cost per planted acre at £5 per share = £103 per acre.

It might be imagined that the rubber in Straits (Bertam) is much older than in Asiatics, and that the discrepancy in price might be accounted for thereby. Exact comparison is impossible, as the precise age of planting of the oldest trees is not in either instance given. The figures indicate that the planting in both is on the average about 150 trees to the acre, and the respective totals are given in the Handbook as under:—

LONDON ASIATICS.

Total trees = 649,711

Trees planted in or before 1907 and yielding in 1912 = 649,721

STRAITS (BERTAM).

Total trees = 360,189

Trees planted in or before 1907 and yielding in 1912 = 220,954

Of these, therefore, every single Asiatic tree was planted before or during 1907, and the great bulk considerably before, while only 2,405 Straits (Bertam) trees were put in the ground before or during 1907, and the great bulk is only of 1906 and 1907 planting. By about the beginning of 1912 every single tree on the former company's properties will have reached the bearing stage, and there will then be nearly three times as many yielding trees in London Asiatics as compared with Straits (Bertam). The inference is surely warranted that Asiatics at £7 is a good deal less than the equivalent of Straits (Bertam) at £5. The proposed splitting is certain to speed up the Asiatic pace, and we all know that Straits (Bertam) will not be standing still at £5. As I plumped on Asiatics through their mention in your columns, I take off my hat to Ajax and to "The Financier," which discovered and encouraged him and them.

INDO-CHINA S. N. CO.

CHARTERS TO SIAM STEAM NAVIGATION CO.

The Brit. s.s. *Ameria*, 1,665 tons, Capt. C. J. Maitlock, which arrived on Thursday morning off the Bar from Batavia, is consigned to Messrs. The Siam Steam Navigation Co., route the Bangkok Daily Mail of 11th inst. Her last voyage was from Salgan with a cargo of 3,000 tons of rice to Batavia. The vessel belongs to Messrs. Jardine Matheson and had been in the local trade twice before this, the other charterer being Messrs. Mah Wah and Co., so that Capt. Maitlock is not a new skipper at this port.

It is believed that the *Ameria* and her sister ship the *Namrang*, are likely to be chartered by the Siam Steam Navigation Co. The owners have offered the ships for 35,000 per month and if the parties come to terms these two ships will soon be added to the large number which the present activity in the rice trade has called into requisition.

THE "ASIA" IN QUARANTINE.

The "Japan" Guide says that the P.M. steamer Asia on arrival at Yokohama on the 11th instant from Hongkong was detained outside the breakwater by the quarantine officials, and at daylight on the 12th the ship was moved to the quarantine station, owing to the appearance of small-pox among the steerage passengers. The first case occurred just before the ship reached Nagasaki. Prompt measures were taken by the ship's doctor to prevent the spread of the disease, the patient being isolated, the whole of the steerage passengers being vaccinated and their quarters being disinfected. In consequence the ship was not detained at the quarantine station at Nagasaki more than five hours. The patient was taken off to the hospital at the quarantine station, all the steerage passengers being conveyed ashore for disinfection, while their quarters again were subjected to disinfection by utilising cheap labour, success in the manufacture of sugar in Manchuria is fast improving as communications are facilitated, and the demand for sugar in Manchuria is increasing. If a sugar manufacturing company is established in Manchuria and the sugar beet, which seems to be suited to the soil of Manchuria, is cultivated by the Chinese, the cost of sugar will be beyond doubt, as was the case with the Russians in North Manchuria. Mr. Kitaoka, an expert on agriculture, who has been experimenting with the cultivation of sugar beet at Mukden model farm, has great hopes of the success of such a scheme. The beet raised contains 12 to 18 per cent of sugar. If there are any Japanese capitalists who wish to start a sugar manufacturing business by joint interest with Chinese capitalists, Mr. Kitaoka is ready to advise the Viceroy and Governor-General of Manchuria to support the scheme and to give all possible assistance towards the formation of the company. The capital required for the scheme is estimated at Y3,000,000.—*Japan Chronicle*.

THE SUGAR MARKET IN MANCHURIA.

PROSPECTIVE COMPETITION AGAINST HONGKONG.

In a report to the Foreign Office, Mr. Kolke, Japanese Consul General at Mukden, states that 21,674 piculs of sugar, valued at £1,014,114, were annually imported into the Mukden district via Dairen and Newchwang. When the quantity imported by carts, etc., from other places is added, the total quantity will be enormous. The condition of the farmers in Manchuria is fast improving as communications are facilitated, and the demand for sugar in Manchuria is increasing. If a sugar manufacturing company is established in Manchuria and the sugar beet, which seems to be suited to the soil of Manchuria, is cultivated by the Chinese, the cost of sugar will be beyond doubt, as was the case with the Russians in North Manchuria. Mr. Kitaoka, an expert on agriculture, who has been experimenting with the cultivation of sugar beet at Mukden model farm, has great hopes of the success of such a scheme. The beet raised contains 12 to 18 per cent of sugar. If there are any Japanese capitalists who wish to start a sugar manufacturing business by joint interest with Chinese capitalists, Mr. Kitaoka is ready to advise the Viceroy and Governor-General of Manchuria to support the scheme and to give all possible assistance towards the formation of the company. The capital required for the scheme is estimated at Y3,000,000.—*Japan Chronicle*.

ACCIDENT AT GAP ROCK.

CHINESE LIGHTKEEPER INJURED.

It is learnt that an accident occurred at Gap Rock the other day, as a result of which a Chinese lightkeeper was injured though, fortunately, not seriously. The accident occurred through the pawl of the large derrick, on the steep side of the rock, slipping; this happened while the lightkeepers started to lower the derrick. The handles broke and Sui Mee, a native lightkeeper who was near by at the time, had the misfortune of being struck by one of the handles. He received the full force of the broken gear on the side of his face and his upper jaw was fractured and his shoulder dislocated. The man was at once attended by the European lightkeeper, and every effort was made by means of "first aid" to stop the profuse bleeding of the injured jaw. In the meantime an urgent message was sent to the Harbour Authorities at Hongkong by whom a launch was despatched to Gap Rock, and the injured lightkeeper conveyed to Hongkong. As soon as the *Kiong Shing* returned from the lighthouse Sui Mee was removed to Hongkong and his injuries seen to. The man is making good progress towards recovery in hospital.

DEATH OF CAPTAIN T. H. JAMES.

Referring to the death of Captain T. H. James, which took place in London on the 8th instant, the cause being peritonitis, the *Japan Mail* says:—"Captain James was born in May 1848, at Edeebidie, in Surrey. He joined the Royal Navy at an early age, and was distinguished for scientific ability, so that, in 1872, the Admiralty's choice fell on him to proceed to Japan as a member of the Naval Mission engaged by the Japanese Government to organise and instruct the naval forces of this Empire. Captain James took charge of the navigation department, and ultimately resigned his position as Navigating Lieutenant in the British Navy in order to continue his service in Japan. In 1882 he joined the Mitsu Bishi Steamship Company as Superintendent of Navigation, and on the amalgamation of that company with the Kyodo, Ueda, Kaisha in 1885, he was appointed to the same post in the Nippon Yusen Kaisha, as the amalgamated company was called. There, in conjunction with Captains A. R. Brown and the late Mr. Macmillan, he rendered conspicuous service, and on the recommendation of the board of directors the Emperor was pleased to confer on him the Third Class Order of the Sacred Treasure. This was in December 1895, and less than two years later (January 1897) the Nippon Yusen Kaisha appointed him to be manager of their London office—a post of large trust. Captain James fully justified the confidence thus placed in him. His keen judgment and quick decision were never at fault, and his industry was inexhaustible. It was in no small measure owing to his clever contrivance that the fleet of big steamers which carried the Nippon Yusen Kaisha flag between Japan and England were all safely removed from the zone of danger during the Russo-Japanese War, and for that service as well as for his general record, he had the honour of receiving the Second Class of the Sacred Treasure on the occasion of his visit to Japan in 1909. Captain James made a multitude of friends in Japan, and his death will be widely mourned. He was a man of large and unostentatious generosity, always ready to help the distressed, but never letting his right hand know what his left did. The profoundest sympathy will be felt with his wife and children in their bereavement."

VESSELS arriving at Manila from inter-island ports will no longer be required to await inspection prior to the landing of passengers and crew, provided that the masters agree to report, upon arrival, any cases of sickness that may have occurred on board their vessels within five days previous to entering port. A quarantine circular to that effect was issued on 18th inst. by Doctor Victor G. Heiss, chief quarantine officer for the Philippines, and will go into effect at once. The successful suppression of contagious and infectious diseases throughout the archipelago has made possible this easing of the regulations, amounting practically to a lifting of the quarantine at this port, which will be hailed with satisfaction by the shipping interests and the travelling public.

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

April 22nd, 6.15 p.m.
The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadono & Co.:—

Alla, arts	7/9
Anglo-Java	7/2
Bogowises	5/6
Bata Tiges	12/1
Bertams	100/-
Bukit Kajang	38/0
Bukit Rajahs	37/6 prem.
Carey Uniteds	37/6 prem.
Castelands	120/-
Changkat Sardangs	32/7
Cheras	5/1
Damansara	19/5
Eastern Internationals	42/6 prem.
Fed. Selangors	34/0

Shipping Steamers.

CANADIAN PACIFIC
RAILWAY CO'S
Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS' YOKOHAMA TO VANCOUVER, 11 DAYS' HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Quebec.

"EMPEROR OF CHINA"

SATURDAY, APRIL 23RD.

"EMPEROR OF INDIA"

SATURDAY, MAY 4TH.

"MONTEAGLE"

TUESDAY, MAY 24TH.

"EMPEROR OF JAPAN"

SATURDAY, JUNE 4TH.

"EMPEROR OF CHINA"

SATURDAY, JUNE 25TH.

"EMPEROR OF INDIA"

SATURDAY, JULY 16TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britian" and "Empress of Ireland" are modern, all-steel vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Board in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Glass" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 44.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

12.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

For Steamship On

SHANGHAI YATSHING SUNDAY, 24th April, Daylight.
TIENTSIN CHIPSHING SUNDAY, 25th April, Daylight.
SHANGHAI CHOYSANG TUESDAY, 26th April, Noon.
SINGAPORE, PENANG & CALCOONNA, POOKSANG WEDNESDAY, 27th April, Noon.
MANILA LOONGSANG FRIDAY, 29th April, 4 P.M.
MANILA YIENSANG FRIDAY, 6th May, 4 P.M.
SHANGHAI, KOBE & MOJI KUTSANG TUESDAY, 17th May, Noon

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).
The steamers *Kutusang*, *Namany* and *Fochang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwuan. For Freight or Passage, apply to—
JARDINE, MATHEWSON & CO., LTD.,
General Managers.

18

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS. TO SAME.
AMOY & SHANGHAI "SHAOSHING" 3rd April, 4 P.M.
CEBU & ILOILO "KAIFONG" 4th Daylight.
SHANGHAI "CHINHUA" 24th Daylight.
MANILA "TAEAN" 26th 3 P.M.
WEIHAIWEI & TIENTSIN "KUFIKOW" 26th 4 P.M.
SHANGHAI "GEWAH" 28th 4 P.M.
LINAN "TAXING" 1st May, Daylight.
MANILA "ANHUI" 3rd 3 P.M.
SHANGHAI "CHANGSHA" 28th 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports; DIRECT SAILING TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL." AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWINEY, AGENTS.

19

HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship Tons Captain For Sailing Dates.

CAPIRO 1540 E. Rodger MANILA SATURDAY, 23rd April, at Noon.

CAUB 840 A. Fraser SATURDAY, 30th April, at Noon.

For Freight or Passage, apply to

SHewan, Tomes & Co., Agents.

Telephone No. 56. Hongkong, 22nd April, 1910.

Shipping Steamers.

OSAKA SHOSEN KAISHA



REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG
(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G.	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU"..... Capt. I. Goto	6,182	WED'DAY, 18th May, at Noon.
Do.	"TACOMA MARU"..... Capt. H. Yamamoto	6,178	WED'DAY, 19th June, at Noon.

The Do.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates in adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST, PORTS & FORMOSA SERVICE.

For Steamers

Leaves

For	Steamers	Leaves
TAMSUI via SWATOW & AMOY	"DAIGO MARU"..... Capt. H. Murayama	SUNDAY, 24th April, at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"..... Captain Y. Yamamoto	WEDNESDAY, 27th April, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU"..... Captain T. Suruga	THURSDAY, 28th April, at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the C.G.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 22nd April, 1910.

T. ARIMA, Manager.

14

NIPPON YUSEN KAISHA



(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES, 1910

MARSEILLE, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	KITANO MARU, Capt. F. E. Cope, Tons 9000	WEDNESDAY, 27th April, at Daylight.
IYO MARU, Capt. R. Takeda, Tons 7000	WEDNESDAY, 27th May, at Daylight.	
HIRANO MARU, Capt. H. Fraser, Tons 9000	WEDNESDAY, 25th May, at Daylight.	

VICTORIA, B.C. & SEATTLE 8 SADO MARU, Capt. S. Hordahl, Tons 7000

SATURDAY, 21st May From KOBE.

VICTORIA, B.C. & SEATTLE	8 INABA MARU, Capt. K. Kawara, Tons 7000	TUESDAY, 26th April, Noon.
VIAMANILA, THURSDAY	NIKKO MARU, Capt. M. Yaku, Tons 6000	FRIDAY, 19th May, at Noon.

ISLAND, TOWNSVILLE KUMANO MARU, Capt. M. Winckler, Tons 6000

FRIDAY, 10th June, at Noon.

BOMBAY, VIA SINGAPORE 10 GEYLON MARU, Capt. Fred. Pyne, Tons 6000

TUESDAY, 3rd May.

NAGASAKI, KOBE and YOKOHAMA 11 KUMANO MARU, Capt. M. Winckler, Tons 6000

WEDNESDAY, 11th May, at Noon.

KOBE and YOKOHAMA 12 KAMO MARU, Capt. F. L. Sommer, Tons 6000

THURSDAY, 12th May, at Noon.

SHANGHAI, MOJI & KOBE 13 BINGO MARU, Capt. S. J. G. Parsons, Tons 7000

TUESDAY, 26th April.

15

CHEAPEST SUMMER RATES BETWEEN HONGKONG and JAPAN PORTS.

(COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class.....	\$120	\$110	\$100	\$90
2nd "	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between calling ports in Japan.

Fit with new system of wireless telegraphy. 1 Gargo daily. 2 Callistock passengers through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTH AMERICAN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. EAST ASIAN, NARAWA and YOKOHAMA; 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight,

RUBBER ESTATE RETURNS

	Feb.	Mar.	Total
Allagar	1,850	4,050	5,900
Anglo Malay	49,718	55,167	104,881
Ayer Molek			
Ayer Kuning			
Balgowala	7,596	9,028	16,624
Banting	1,459	1,464	4,029
Batu Caves	10,124	13,011	23,135
Bertam	10,000	9,588	31,088
Bukit Kajang	937	2,003	5,086
Bukit Rajah	37,302		73,086
Bukit Lintang	2,500	2,850	7,350
Carry United	6,000	8,000	19,550
Cawthie	3,138	2,808	8,312
Changkat Serdang	3,860	3,787	6,593
Cicely	8,556		18,556
Consolidated Malaya	20,242		44,074
Caledonia	14,700	16,000	50,700
Damansara	19,022	20,834	54,676
Edinburgh	5,800		10,450
Federated (S'gor)	8,830		19,533
F.M.S. Rubber	22,179		45,039
Gedong	7,500	11,500	24,000
Glencairn	1,045		1,045
Glenstal	1,210	2,172	5,284
Golden Hope	3,743	6,101	17,247
Golconda	10,981		21,909
Harpender	3,500		6,445
Hibis & Lowlands	40,724	47,373	131,773
Ioch Kenneth	11,144	13,183	37,165
Kapao Para	8,599		16,465
Kalumpong			
Kamuning	5,609	6,332	18,341
Kempsey	2,324	2,304	7,152
Kepong	2,459	2,920	5,359
Kuala Klang	6,714	(to end of Feb.)	
Krian Kub, Est.	1,650		3,682
Kuala Lumpur	42,75		87,310
Labu	9,334	10,112	36,319
Lanadon	20,558	27,717	76,932
Ledbury	8,020	8,532	24,620
Lingga	57,000	63,500	199,000
London Asiatic	7,555	9,851	16,318
Malacca Plant	27,000	27,000	81,000
North Hummock	4,923		
Nova Scotia	4,900	6,000	10,050
Pojam	1,350	3,000	4,350
Pataling	23,542	31,368	60,100
Pegoh	2,043	3,114	7,885
Perak Plant	7,730		19,302
Port Dickson	510	621	1,676
Rubber	4,314		9,314
Rubana	9,870	11,000	33,210
Sengat	4,168		
Selaba	2,500	4,423	9,913
Sungei Choh	3,150	5,550	9,550
Sungei Kepar	16,000		34,000
Sundycroft	6,438	6,280	22,566
Seeadil	8,500	11,437	28,937
Selangor	33,128		66,781
Seremban	17,824	37,540	78,737
Sewangwan	4,270	5,320	9,590
Shelford			5,700
Spires & Johore	5,700	6,000	15,700
Singapore Para	6,256	8,397	22,749
Straits Rubber	4,310	4,200	13,500
Sungai Satok	1,500	1,805	4,771
Tall Ayer	9,000	11,500	31,210
Treng			
United Singapore	571	1,054	2,160
Vallambrosa	370,001	(year ending Mar.)	
[From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which is above 1st are incomplete, will help to make the list more useful if they will kindly fill in the gaps.— <i>Singapore Free Press</i> .]			

SHIPPING AND MAIIS

	MAILS FROM
Indian (Latone)	23rd inst.
French (Australia)	25th inst.
German (Prins Waldemar)	1st prox.
Canadian (Montreal)	10th prox.
The Imperial German Mail s.s. <i>Princess Alice</i> , which left here on 23rd ult., at 1 p.m., arrived at Geona on 19th inst., at 6 a.m.	
The O.S.K. s.s. <i>Cicaco Maru</i> , from Tacoma Jeff Yokohama for this port via Kobe, Moji and Manila on 23rd inst., and is expected to arrive here on 10th inst.	
The G. P. R. Co.'s s.s. <i>Empress of India</i> arrived at Yokohama at 4 p.m., on 21st inst., and left again at 5 p.m., to-day, for Kobe, where she is due to arrive at 5 a.m., on 23rd inst.	

Shipping.

	Arrivals
Amman, Br. ss.	1,505. C. J. Mattick, 20th April—Bangkok 13th April Rice—China.
Halvard, Nor. ss.	1,406. C. Anderson, 11th April—Banjok 14th April Rice—China.
Thomson & Co.	
Helego, Ger. ss.	1,171. J. J. Jensen, 6th April—Natal 15th April Coal—China.
Wessex, Br. ss.	1,004. C. Smith, 11th April—Portland via Paris 10th Mar. Coal and Gen.—P. & S. S. Co.
The O.S.K. s.s. <i>Cicaco Maru</i> , from Tacoma Jeff Yokohama for this port via Kobe, Moji and Manila on 23rd inst., and is expected to arrive here on 10th inst.	
The G. P. R. Co.'s s.s. <i>Empress of India</i> arrived at Yokohama at 4 p.m., on 21st inst., and left again at 5 p.m., to-day, for Kobe, where she is due to arrive at 5 a.m., on 23rd inst.	

	Departures
April 22,	
Chinkoo, for Canton.	
Kedah, for Canton.	
Chingay, for Canton.	
Hoaching, for Swatow.	
Kemantau, for Manilla.	
Mauritius, for Shanghai.	
Zifiro, for Manila.	
Tawer, for Singapore.	
Sutson, for Canton.	
Glamorganshire, for Singapore.	
Cobdens, for Australian Ports.	
Pekking, for Shanghai.	

	Passenger's arrival.
Per Hainan, from Swatow—Mr. and Mrs. Forbes, Miss Spieboom, Mr. Baker, Misses Baker, Ross, Messrs. Vont Mok and Wong.	
Per Aldersham, from Australian Ports for Hongkong—Misses Lithgow, Mr. and Mrs. D. L. Parks, Mrs. Walsh (nurse), Mr. A. Townsend, Mr. and Mrs. T. E. Eppleton, Mr. and Mrs. T. C. MacLellan, Mr. and Mrs. Townsend, Mr. and Mrs. F. G. Eastwick, Mr. and Mrs. Johnstone, Mr. and Mrs. Tomlinson, Mr. and Mrs. C. E. Nestell, E. P. Koe, Miss E. M. Kee, Mr. J. McDonald, Mrs. and Miss Mitchell, Mrs. J. M. Eade, for Yokohama—Mr. Jas. Dyson, Dr. Pierdergast, Mrs. A. C. Pratt and Mrs. Percy Woods.	
Passenger's departure.	
Per Bulow, for Shanghai—Col. Haward, Mr. and Mrs. W. Greson, Lt. Turner, Mr. and Mrs. R. Fischer, Messrs. N. J. Stabb, Lallien, J. H. Hauley and party, E. Levy, A. Song, W. Powell, C. Ferraro, L. A. Knopf, Rev. A. T. Sheehan, K. Kunze, G. May, Mr. and Mrs. Fenkelstein, for Nagasaki—Misses Zarzki and Murato. For Yokohama—Mr. Hargraves and party, Mr. and Mrs. Timo, Messrs. Waespe, W. H. Stevens, G. Narvaez, Fetton, Mrs. C. Watts and Mrs. E. Dudley.	

	VESSELS IN PORT
STEAMERS.	
Amigo, Ger. ss.	B. H. Frankland, 17th April—Haliphong and Hoichow 16th April Coal and Sundries—J. & Co.
Bangkok, Ger. ss.	J. 237. F. Nicolaisen, 12th April—Bangkok 4th April Rice and Meal.
Borneo, Ger. ss.	1,364. F. Sonnelli, 2nd April—Sandakan 16th April Timber and Gen.—M. & Co.
Tenyo Maru, Jap. ss.	7,205. R. Rodges, 18th April—Saigon 16th April Gen.—B. & S. Co.
Emp. of India, Vancouver	1,200. C. P. R. Co April 8th
Woldemar, Sydney	1,200. M. & Co. May 1st
Montague	Vancouver 19th April Rice and Meal.

	STEAMERS EXPECTED.
Amigo, Ger. ss.	B. H. Frankland, 17th April—Haliphong and Hoichow 16th April Coal and Sundries—J. & Co.
Bangkok, Ger. ss.	J. 237. F. Nicolaisen, 12th April—Bangkok 4th April Rice and Meal.
Borneo, Ger. ss.	1,364. F. Sonnelli, 18th April—Saigon 16th April Gen.—B. & S. Co.
Tenyo Maru, Jap. ss.	7,205. R. Rodges, 18th April—Saigon 16th April Gen.—B. & S. Co.
Emp. of India, Vancouver	1,200. C. P. R. Co April 8th
Woldemar, Sydney	1,200. M. & Co. May 1st
Montague	Vancouver 19th April Rice and Meal.

	VEHICLES PASSED THE CANAL.
Amigo, Ger. ss.	B. H. Frankland, 17th April—Haliphong and Hoichow 16th April Coal and Sundries—J. & Co.
Bangkok, Ger. ss.	J. 237. F. Nicolaisen, 12th April—Bangkok 4th April Rice and Meal.
Borneo, Ger. ss.	1,364. F. Sonnelli, 18th April—Saigon 16th April Gen.—B. & S. Co.
Tenyo Maru, Jap. ss.	7,205. R. Rodges, 18th April—Saigon 16th April Gen.—B. & S. Co.
Emp. of India, Vancouver	1,200. C. P. R. Co April 8th
Woldemar, Sydney	1,200. M. & Co. May 1st
Montague	Vancouver 19th April Rice and Meal.

	DOCK REPAIRS.
HONGKONG AND WHAMPIC DOCKS.	
H.M.S. Fame	at Kowloon Dock.
Foc-sang	at Kowloon Dock.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kapoor & Co. Corrected to noon ; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND	APPROXIMATE PERCENTAGE QUOTATION BASED ON LAST QUOTATION MADE ON LAST DAY OF MONTH	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,100,000 \$15,000,000 \$20,000,000}	\$2,000,000	£2.5/- for half year ending 31.12.09 @ ex 1/9th = \$15.11	4 %	\$195 London/191.16
National Bank of China, Limited.....	99,925	7	6	{ \$6,000 \$3,000}	\$30,552	\$8 (London 2/6) for 1903 .....	...	376 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,60,000 \$154,683 \$102,701 \$151,000}	none	\$10 for 1908	7 %	\$170 buyers
North China Insurance Company, Limited	10,000	4.15	.45	{ Tls. 227,000 Tls. 215,453 Tls. 240,165}	Tls. 807,573	Final of 7/6 making 15/- for 1908 .....	...	Tls. 175
Union Insurance Society of Canton	12,400	\$250	\$100	{ \$1,000,000 \$105,648 \$105,249 \$88,609}	\$2,464,901	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 %	\$850 sales
Vaughts Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$204,405 \$109,264}	\$707,637	\$12 and bonus \$3 for 1907	7 %	\$350
FIRE I.								
China Fire Insurance Company,	70,000	\$100	\$30	{ \$1,000,000 \$438,668 \$188,802}	\$275,341	\$6 and bonus \$3 for 1907	7 %	\$111 buyers
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	{ \$1,43,173}	\$868,711	\$27 for 1907	8 %	\$140 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$20,000 \$20,000 \$250,000}	\$1,033	\$1 for 1906 .....	...	\$31
Douglas Steamship Company, Limited	20,000	\$30	\$30	{ \$20,000 \$20,000}	Nil	2/- for year ending 30.6.1908 .....	...	\$24
Hongkong, Canton &acao Steamship Co., Ltd	80,000	\$15	\$15	{ \$10,750 \$10,750 \$10,750 \$10,750}	\$20,766	Final of \$14 for account 1910	8 %	\$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	.45 .45	.45	{ \$10,000 \$10,000 \$10,000 \$10,000}	413,735	6/- for 1907 on Preference shares only @ ex 1/9th = \$3.154..... 3rd in. of 2/- per sh. (comp. No. 12) making 1/- in all 4/- for '08 & interim of 1/- for ac't. '09	...	\$73 sales
"Shell" Transport and Trading Company, Limited	2,000,000	.45	.45	{ \$100,000 \$56,000 \$45,983}	63,817	\$1/- for year ending 10.4.1909	5 %	94/- buyers
"Star" Ferry Company, Limited	10,000	.45	.45	{ \$10,000 \$10,000}	88,121	\$1.40 for year ending 10.4.1909	4 %	86 sellers
REFINERIES.								
China Sugar Refining Com. (Int'l), Limited	20,000	\$100	\$100	{ \$150,000 \$156,848}	Dr. \$5,838	\$5 for year ending 31.12.08	3 1/2 %	\$170 buyers
Lusoo Sugar Refining Co. (Int'l), Limited	7,000	\$1	\$100	none	Dr. \$135,893	\$3 for 1897 .....	...	\$29 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 0,101	Tls. 10 for year ending 31.6.09 .....	...	Tls. 820 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	.45	Ps. 1	{ \$175,000 \$115,289}	Dr. \$1,481	Final of 1/6 making 5/- for 1909	7 %	Tls. 18 Ps. 10 buyers
Hedwaters' Mining Company	60,000	Ps. 10	Ps. 10	none	none	First year .....	...	...
Raub Australian Gold Mining Company, Limited	150,000	.45	15/10	{ \$15,000 \$15,000}	Dr. \$2,191	No. 12 of 1/- = 48 cents .....	...	781 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$18,000}	Dr. \$7,482	\$1.75 for year ending 31.12.06 .....	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd....	60,000	\$55	\$50	{ \$55,000 \$26,806}	50,102	None .....	...	559 sellers
Hongkong and Whampoa Dock Company, Ltd.....	50,000	\$55	\$50	{ \$50,000 \$38,442}	528,753	Interim of \$1 1/2 for account 1909 .....	...	163 sellers
Shanghai Dock and Engineering Co., Ltd.....	55,700	Tls. 100	Tls. 100	{ \$221,000 Tls. 1,000,000}	Tls. 6,861	Interim of Tls. 1 1/2 for 1910	6 1/2 %	Tls. 73 buyers
Shanghai and Hongkew Wharf Company, Limited...	36,000	Tls. 10	Tls. 100	{ Tls. 697,572 Tls. 10,000 Tls. 156,000}	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 174
LANDS, HOTELS & BUILDINGS.								
Augt.-French Land Investment Co., Ltd.....	35,000	Tls. 1	Tls. 100	{ Tls. 100,000 Tls. 15,000 \$1,000,000}	Tls. 4,134	Tls. 6 for year ending 20.3.09	5 1/2 %	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$15,000 \$15,000 \$15,000}	\$24,014	\$1.20 on old and 60 cents on first new issue .....	...	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	{ \$5,000 \$5,000 \$5,000}	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909 .....	...	\$107
Hongkong Land Investment and Agency Co., Ltd.....	50,000	\$1	\$1	{ \$1,000 \$250,000}	\$27,912	Interim of \$1 for account 1909	6 1/2 %	\$105 buyers
Humphreys' Estate & Finance Company, Limited	150,000	\$1	\$10	{ \$126,045 \$125,856}	\$5,471	45 cents for 1909	6 %	99 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ \$6,000 \$6,000}	\$2,9	\$1 for 1909	5 %	\$18 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,525,000 Tls. 200,000}	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	{ \$50,000 \$50,000}	\$1,958	Final of \$1.83 for account 1909	8 1/2 %	\$40 sellers
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.....	15,000	Tls. 50	Tls. 5	{ Tls. 250,000 Tls. 40,000 \$20,000}	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 137 b.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.....	25,000	\$10	\$1	{ \$10,000 \$20,000}	\$9,553	50 cents for year ending 31.7.08 .....	...	\$61 sales
International Cotton Manufacturing Company, Ltd.....	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 none}	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.06 .....	...	Tls. 61
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.....	8,000	Tls. 100	Tls. 10	{ none Tls. 100,000}	Tls. 4,829	Tls. 6 for 2009 .....	...	Tls. 70
Sey Chas Cotton Splicing Company, Limited	2,000	Tls. 50	Tls. 50	{ Tls. 31,752 Tls. 100,000}	Tls. 15,011	Tls. 50 for 1906 .....	...	Tls. 100
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,500 \$40,000}	\$6,68	15 % per share for 1908	10 %	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$12,000 \$12,000}	Nil	60 cents for 1909 .....	...	\$14 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$10,000 \$10,000}	\$6,138	50 cents for year ended 28.2.06 .....	...	\$102 buyers
China Provident Loan & Mortgage Company, Ltd.....	10,000	\$1	\$1	{ \$1,000}	\$8,407	80 cents for 1909	8 1/2 %	\$81 b. & sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,000 \$1,000}	\$1,893	\$1.20 for year ending 31.7.09	8 1/2 %	\$18 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$15,000 \$15,000}	\$5,756	Interim of \$5 cents for account 1909	10 %	\$71 sales
Hi. Price & Company, Limited	12,000	\$10	\$10	{ \$15,000 \$15,000}	\$7,076	8 cents for year ending 31.12.08	8 1/2 %	\$13
Hongkong Electric Company, Limited	60,000	\$10	\$1	{ none}	\$5,195	\$1 and bonus 20 cents for year ending 29.3.09	6 %	\$21 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,000 \$1,000}	\$7,616	Final of \$8 for 1909	10 %	\$16 b.
Hongkong Kopa Manufacturing Company, Ltd.....	60,000	\$10	\$10	{ \$15,000 \$15,000}	\$7,616	Final of \$1 making in all \$2 for 1909	8 1/2 %	\$14 sellers
Maatschappij tot Mijn-, Bosch- en Landbouwzaak op Lantau in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 61,924}	Tls. 316,683	4th interim of Tls. 12 1/2 for 1909	6 %	Tls. 1450 b.
Peak Tramways Company, Limited	25,000	\$10	\$1	{ \$10,000}	\$1,204	80 cents on fully paid shares and 8 cents on 1/- paid shares for year ending 30.4.09	6 %	\$15 a. 10
Peak Tramways Company (new)	50,000	\$10	\$1	{ \$10,000}	\$1,640	None	3 %	\$16 buyers
Philippine Company, Limited	75,000							